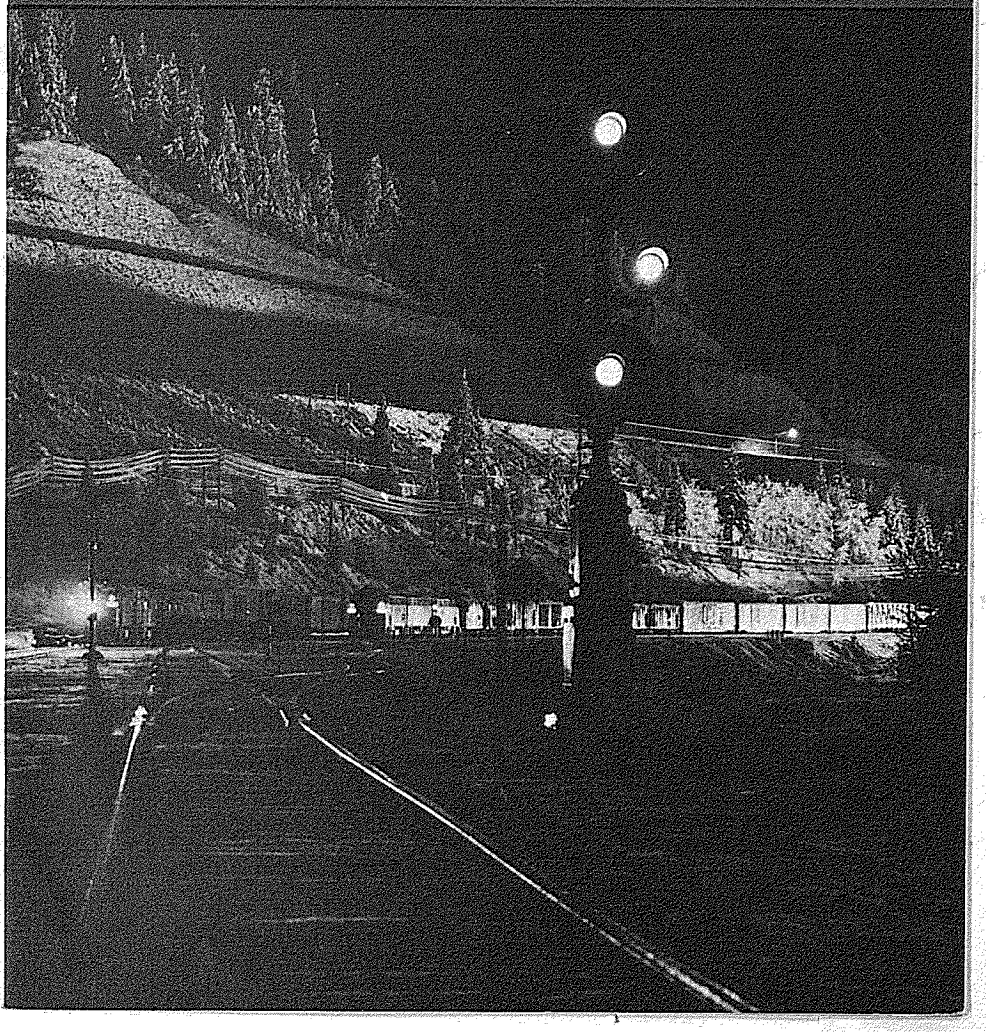
Southern Pacific
BULLETIN
FEBRUARY-MARCH, 1969

In Arizona:

Copper Rides on Steel Rails

— See Page 2



Our Service Is Vital to the Mines and Smelters in Arizona's

Copper Circle

A huge shovel bites enormous chunks of copper ore out of the side of a typical open pit mine near Tucson, Ariz. The pit is half a mile wide and nearly 600 feet deep.

Five bites from the shovel fill a gigantic truck with 125 tons of rocks and earth.

Fleets of these trucks operate around-the-clock every day of the year, except Christmas Day, hauling the low grade ore out of the pit to a nearby concentration mill.

The trucks cost about $190,000 each. Their tires, which only last six to eight months, cost $4,000 or more apiece. The huge electric shovels carry a price tag of over $600,000.

The mill crushes the ore, including piano-sized chunks of rock, reducing it to the consistency of face powder. Further processing raises the copper content of the powder from about one-half of one per cent to about 28 per cent.

It takes 36,000 tons of low grade ore to make 700 tons of concentrate — the daily output of this typical mill.

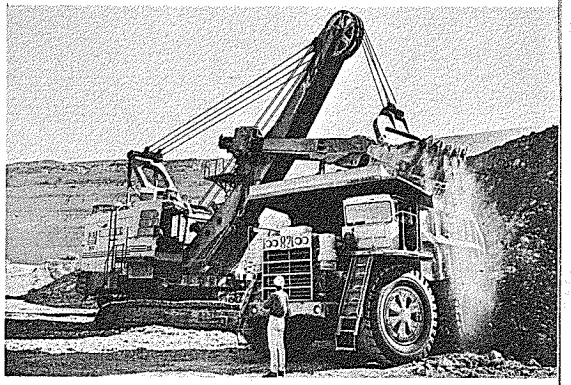
The concentrate is loaded directly into waiting Southern Pacific hopper cars. We haul it to a smelter at Hayden, Douglas or Miami, Ariz., or El Paso, Texas, where it is further concentrated and cast into 700-pound slabs, called anodes, which are 99.4 per cent pure copper.

We also haul carloads of anodes on the first leg of their long journey from the smelters to refineries in the East where the copper undergoes its final processing. A huge El Paso refinery also receives carloads of anodes and ships copper bars (used in the manufacture of wire) over our lines.

This highly generalized description will



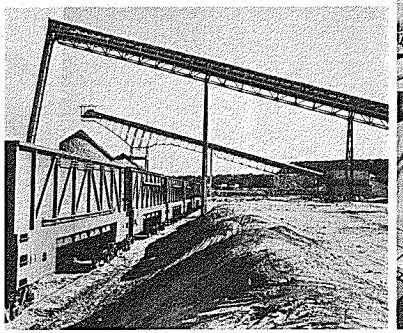
ABOVE: Looking over American Smelting & Refining Company's huge open pit copper mine south of Tucson is its superintendent, P. A. Lewis. This mine is nearly 600 feet deep.

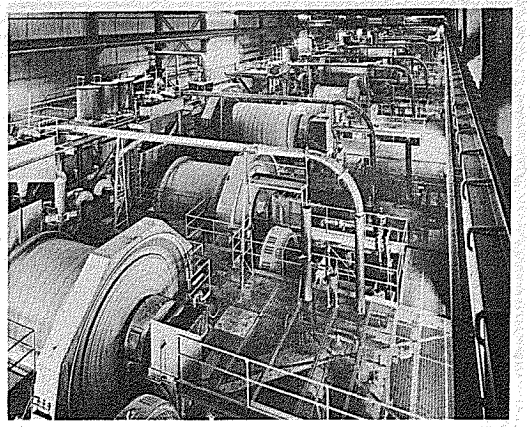


ABOVE: Giant electric shovel can load 125 tons of ore into this king-sized truck in five "bites." Even bigger trucks are on the way; mines south of Tucson will soon be trying out ore haulers with a 200-ton capacity. BELOW: Southern Pacific's daily local distributes empties and picks up loads of copper concentrate. Here it passes giant saguaro cactus enroute to Pima Mining Company's installation



RIGHT: Copper ore goes through various crushers and then to rotary mills like these where tough steel rods and balls help reduce it to a powder. BELOW: Bottom dump gondolas of 100-ton capacity await loading with copper concentrate. By the end of 1969, Southern Pacific will have invested over $4.5 million in these cars.





give you some idea of how Southern Pacific serves the copper industry in Arizona. The importance of rail service to the industry was spelled out by E. H. Peplow, Jr., executive secretary of the Arizona Mining Association, when he commented recently:

"Without rail service, the mining of large, low-grade copper deposits could not even be considered. During the past 90 years, railroads have played a vital part in the development of our industry. Today, we continue to depend in very large measure on reliable, low-cost rail transportation."

Southern Pacific serves important copper producers in other states, too, but by far the largest number of those it serves are located along its lines in Arizona.

For over half a century, Arizona has led all other states in the production of this basic metal. It now produces more than half of the nation's total output of copper. Most of the state's 19 active mines depend on our railroad.

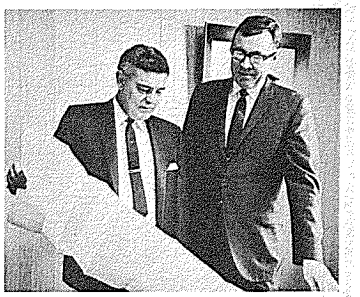
The greatest concentration of mining and smelting activity in Arizona takes place within a 125-mile radius of Tucson. Arizonans call this area the "Copper Circle."

More new copper has been discovered within the "Circle" in the past 25 years than in any place in the world. Most of it is low grade ore, averaging about one-half of one per cent copper or less, but some of the ore bodies are large enough to last for 100 years.

In the early years of this century, Arizona ores containing 25 to 45 per cent copper were not uncommon. Ore of this richness could be processed directly by smelters, but the low grade ores must first be "concentrated" — a complex process requiring a multi-million dollar plant investment.

The ore is crushed and pulverized in huge rotary mills. Tough steel rods and balls tumble with the ore in these mills, pounding it to a powder. The Arizona copper industry wears out more than 200 tons of these "grinders" in a single day, and Southern Pacific delivers more by the carload as needed. We also bring in chemicals and other items used in the concentration process.

The pulverized ore, after much more processing, yields copper concentrate and molybdenum —

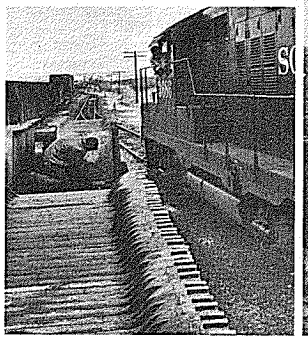


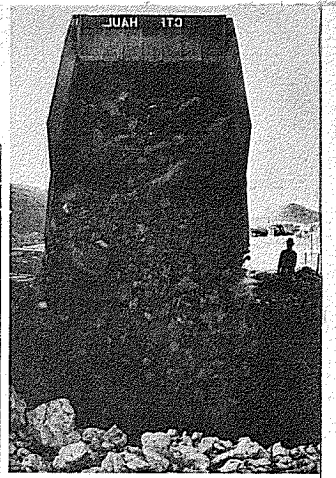
ABOVE: Tucson DF&PA Harry G. Stratton, left, confers with Tucson Division Supt. Ralph O. Coltrin. Close inter-departmental cooperation helps produce smooth service for copper industry. BELOW: Brakeman A. E. Huffman signals copper concentrate local on to spur line serving mines south of Tucson.



LEFT: Conversing beside Pima Mining Company's open pit mine south of Tucson are the firm's vice president, A. A. Friedman, left, and Tucson TF&PA A. L. Rutka. CENTER: Carloads of copper anodes (700-pound slabs) from Phelps-Dodge smelter at Douglas, Ariz., await switching at Benson for main line haul to the Phelps-Dodge refinery at El Paso. Checking bracing on car is Brakeman L. E. Ruhl. Fireman A. B. Horton is in cab. RIGHT: Dwarfing man standing beside it, this huge truck dumps copper ore into Pima's primary crusher.







used in the manufacture of steel. A single 800-pound drum of molybdenum is worth over $1,000. Some silver, gold, lead and zinc may also be mixed with the copper in the concentrate. These metals are separated out and recovered at the smelters.

The copper industry is benefiting directly from Southern Pacific's equipment acquisition program. For example, over the past few years our Company has provided 70 bottom dump gondolas of 100-ton capacity to take care of increased shipments of copper concentrates, and 105 more will go into service this year.

These cars save money for shippers, because they cost substantially less to unload than conventional gondolas. Southern Pacific's total investment in this equipment will come to more than $4.5 million.

We also help the industry get maximum use out of copper concentrate cars by giving them a fast "turn-around." For instance, a car loaded at one of the mines south of Tucson on Monday arrives at the smelter at Hayden (a distance of 125 miles) on Tuesday morning and is back re-loading on Wednesday morning.

Southern Pacific is now hauling more than 13,000 cars a month for Arizona's copper industry including both in and outbound traffic. Our customers include such top firms as: American Smelting & Refining Co.; The Anaconda Co.; Cypress Mines Corp. and its affiliate, Pima Mining Co.; Duval Corp.; Magma Copper Co.; Kennecott Copper Corp.; Phelps-Dodge Corp.; Inspiration-Consolidated Copper Co.; Bagdad Copper Co.; and the Miami Copper Division of the Tennessee Corp. Several of these companies operate more than one mine served by our railroad.

We expect a substantial increase in traffic when huge new open pit mines south of Tucson begin producing concentrate later this year. These mines will be operated by The Anaconda Co. and the Duval Sierrita Corp. — both of which have been removing huge quantities of earth in order to reach low grade ore bodies.

Anaconda has removed 260 million tons of overburden since 1965 in what has been called the largest single earth-moving operation in history. The amount of material moved compares with that required for the construction of the Panama Canal. Southern Pacific delivered about 800 carloads of earth-moving and construction equipment used for this $100 million project.

Anaconda's mine will be one of the largest open pit mines in the world. When mining operations begin this fall, it will produce 1,500 tons of concentrate a day.

"Southern Pacific is proud of its long partnership with the copper industry in Arizona," says H. C. Stratton, DF&PA at Tucson. "As a growing industry it continues to be of vital importance to the state and nation. We're looking forward to many more years of doing all we can to contribute to that growth."

COVER

Ready to leave Dunsmuir, Calif., on a winter night are two Southern Pacific freight trains. Photo is by Richard Steinheimer.

Southern Pacific *Bulletin* Vol. 53, No. 2

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The SP Bulletin is published monthly by the Public Relations Department at 65 Market St., San Francisco 94105, for active and retired employes.

1968 Was Our Busiest Year

Southern Pacific transported an all-time record volume of freight in 1968 and increased earnings to a record $107.6 million.

Chairman Donald J. Russell and President B. F. Biaggini said the Company "continued its long-term growth trend," as freight traffic improved in almost every commodity category. Heavy home building boosted forest products, auto production was up, and more favorable growing conditions increased agricultural shipping."

Railway operating revenues for the year rose to $982.6 million — up from $909.3 million in 1967 and $930.5 million in 1966, the previous record year.

Rail traffic volume increased to about 73.5 billion ton-miles, from 66.8 billion in 1967 and 69.3 billion in 1966.

Southern Pacific's non-rail income from trucking, pipeline, equipment leasing and other operations, and from interest, property rentals and sales was a record $65.5 million before income taxes, up from $57.3 million in 1967.

Net income from all operations in 1968 was $107,574,620, or $3.96 per share, as compared with $90,331,659, or $3.33 per share, in 1967. The previous record was $102,372,379, or $3.77 per share, in 1966. Excluding federal income tax deductions resulting from accelerated depreciation, net income was $88,420,271, or $3.26 per share, last year, compared to $73,342,564, or $2.70 per share, in 1967.

"Much of this improved performance," Mr. Biaggini explained, "stems from our consistently large capital improvement programs in recent years. We have introduced new services and operating methods to hold down our customers' costs and attract new business."

Southern Pacific invested $146 million in capital improvements in 1968.

"Preliminary plans for capital investment in 1969 indicate a probable increase," the president said. "Orders are being placed for 5,009 freight cars costing about $93 million, 240 diesel locomotives for about $65 million, and 1,131 highway units for about $11 million.

Bulletin Wins Award

An article from the August, 1968, issue of the *Bulletin* was judged the "best feature story" written for an industrial publication in connection with this year's campaign by the United Bay Area Crusade. The article cited examples of Southern Pacific family members who have benefited directly from the work of United Way agencies.

22 Days Abroad For Under $600

The Southern Pacific Club of San Francisco invites you to a 22-day tour of Europe, including nine countries, for only $580 per person, double occupancy.

This dream vacation, scheduled for September 13 through October 5, 1969, includes round trip jet transportation, three meals a day (except in Paris, Rome, and London, where delicious Continental breakfasts are served), superior tourist class hotel accommodations, transfers and tips.

Those making the tour will visit England, Holland, Germany, Switzerland, Liechtenstein, Austria, Italy, Monaco, and France.

Those of you wishing to tour Europe on your own can make the jet flight with the "tour group," do what you wish for the 22 days, and then return home with the Club. The price of this round trip flight only, is $266 per person.

A deposit of $100 is required when reservations are made.

For further information on this "once-in-a-lifetime" vacation, write Carolyn Mazzie, tour director, Room 303, 65 Market Street, San Francisco, Calif. 94105, or give her a call on Extension 21687.

Al Smith, president, Southern Pacific Club, San Francisco, discusses European trip with Carolyn Mazzie, the club's tour director.





LEFT: Answering calls for help from field personnel are two members of the TOPS Operations Control staff. They are W. J. Cummins, left, and G. E. Boswell. RIGHT: Jordan L. Glew, left, who heads Operations Control, confers with Charles A. Perry, a member of the Computer Control team.

TOPS Operations Control

Call Us If You Need Help

It's 3 a.m. on a Sunday morning.

A phone rings in Operations Control, located in a brightly lit office adjoining the TOPS computer room on the first floor of the General Office Building.

The voice on the phone is that of a worried young yard clerk, calling from a terminal about 600 miles north of San Francisco.

"I just came on at midnight, and I'm a little new at this," he explains. "I'm trying to report a train consist to the computer. I put the cards into the input/output unit, but nothing happens. The computer won't read the cards. Did I do something wrong?"

Speaking calmly and sympathetically, an Operations Control staff member asks him to check the position of the switches on his console.

After a moment, the clerk comes back to the phone. "I found the trouble," he says. "It's working fine now. Thanks a million!"

In a single 24-hour day, more than 300 calls for help like this one come into TOPS Operations Control at San Francisco. Many of the problems can be solved by consultation over the phone. A few require more complex trouble-shooting.

Heading O.C.'s 12-man staff is Jordan L. Glew, who has this to say about his group:

"We are the 'human interface' between the people in the field and the computer. Our function is to help anybody out there who has a problem with any aspect of TOPS."

Operations Control has three men on the day shift and two each on the swing and midnight shifts, plus supervisory personnel and men assigned to special projects.

The team includes, in addition to Glew, E. G. Bakkenta, G. E. Boswell, G. W. Larson, L. V. Reppeteau, R. E. Stanton, W. J. Cummins, C. T. Pinnell, K. L. Pitts, F. G. Nave, A. A. Fong and V. S. Sapenter.

All of these men are bi-lingual. They understand the language of railroaders in the field, because they have all had operating or yard office experience. And they understand computer language, because they have had special training in computer technology and TOPS procedures.

Since they also work in a liaison capacity with various headquarters departments using TOPS data, they frequently find it necessary to learn other special "languages," too.

Before any terminal is cut over to TOPS, employes involved in this huge data gathering system receive advance training, plus an opportunity to practice on the equipment they will be using. In addition, each yard office receives a manual spelling out TOPS procedures in detail.

The phone number of Operations Control appears in the manual. And the TOPS installation team leaves it with yard office personnel, saying, "Call this number any time of the day or night, if you ever have any trouble."

Three special "trouble machines" in the O.C. office warn staff members of any transmission interruptions between the input/output units in the field and the TOPS computer. There are now 255 I/O units in service out of 460 required for the total TOPS program.

If the TOPS computer is unable to receive data from an I/O unit, it prints a message on one of O.C.'s trouble machines, giving the location of the unit and what it "thinks" the cause of the trouble may be. This information sometimes makes O.C. personnel seem all-knowing.

For example, a staff man recently called a clerk in a California yard office.

"Your I/O unit is out of paper."

"You're right," the clerk replied after a moment. "But how in the world did you ever find out?"

If the computer is unable to process data received from an I/O unit it tells another O.C.'s trouble machines, "I am not programmed to accept this message."

Checking one of Operation Control's "trouble machines" to find out why the TOPS computer is not receiving data from one of the input/output units in the field are Von S. Sapenter, left, and Larry V. Reppeteau, both O.C. staff members.



For example, one of the eastern railroads has some new station numbers which have not yet been recorded officially, but which are beginning to appear on waybills. Recently the computer rejected a perfectly correct message containing one of these numbers, because it could not find the station number in its records.

The third trouble machine notifies O.C. staff members that the computer has been unable to communicate with one of the I/O units. The computer will make seven attempts to transmit data to an I/O unit before it gives up; then it will hold all messages for that terminal on a special disk pack. It will also produce a single punched card for use by O.C. personnel in recovering the stored messages.

When 100-mile-an-hour winds and high water knocked out a terminal on an Oregon branch line recently, the computer stored messages for it for two days. After the terminal's I/O unit was back in service, the single punched card was used to tell the computer to start transmitting the stored data.

Procedures for handling emergencies have been built into TOPS. If, for example, a key terminal should be knocked out, a nearby terminal could take over its reporting chores. O.C. makes these arrangements.

In emergencies, O.C. can quickly obtain information needed by various departments — for example, the number, ownership, contents and destination of each car in a train involved in a derailment.

O.C. works closely with another TOPS team—Computer Control, headed jointly by N. R. Martin, assistant to manager of Data Processing, and J. C. Lichtle, who has the same title.

Computer Control's responsibility is to make certain that the TOPS computers are doing what they have been told to do — i.e., that the various programs are functioning as planned.

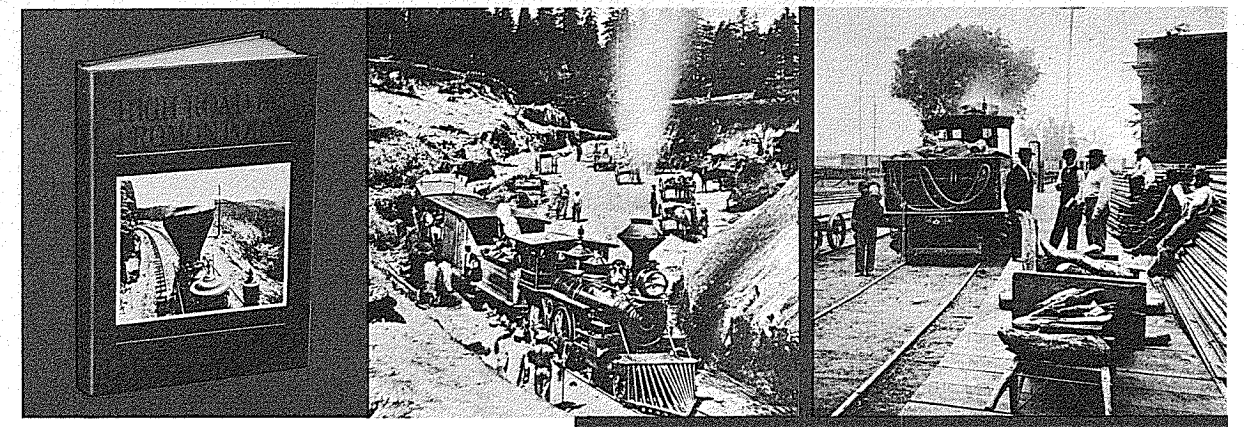
Martin coordinates TOPS real time activities with Operations Control, while Lichtle's specialty is computer room hardware and software planning and implementation.

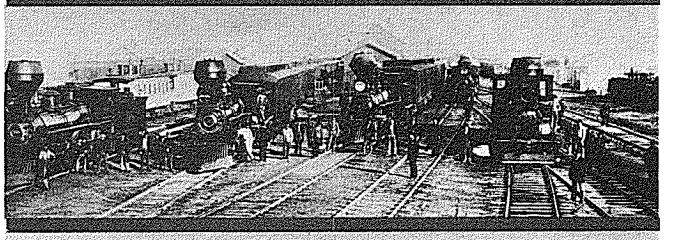
"Actually, we share a common aim," says Jordan Glew, "and that's to make TOPS function smoothly. This is a vital tool — one of the most important we've ever had to work with on this railroad. It's helping to keep Southern Pacific out in front, and that benefits all of us."

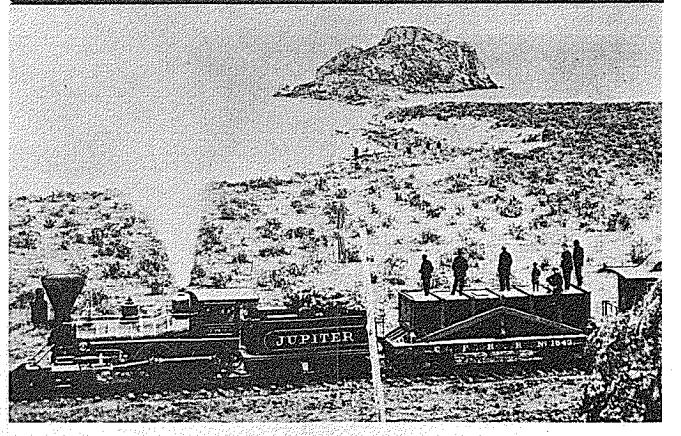
Bulletin Board

Elected to various posts: **William D. Longmore**, district freight and passenger agent, Medford, Ore., as president of the Medford Chamber of Commerce; **Ralph S. Dickinson**, assistant supervisor, Joint Facilities, Houston, as president of the Houston Association for Children with Learning Disabilities; **W. E. Perriraz**, traveling freight and passenger agent, Corpus Christi, as first vice president, and **Wayne Page**, city freight and passenger agent, as director of the Corpus Christi Traffic Association; **Frank M. Guerin**, assistant traffic manager, Los Angeles, as a director of the Los Angeles Chamber of Commerce for a two-year term; and **A. N. Ogden**, manager of the SPCO Federal Credit Union at Houston (on leave from his job as Englewood storekeeper) as president of the Houston Chapter of Credit Unions, representing some 218,000 members.

Guy L. Wright, Pacific Motor Trucking Co. driver from Clarksburg (near Sacramento, Calif.), recently received the Silver Beaver Award, one of Scouting's highest honors, for his "distinguished service to boyhood."







HIGH ROAD TO PROMONTORY

The epic struggle by the Central Pacific, now the Southern Pacific, to build the western half of America's first transcontinental railroad is told in *High Road to Promontory* by George Kraus, news editor in Southern Pacific's Public Relations Dept. at San Francisco.



GEORGE KRAUS

This new book, containing over 350 pages and more than 100 historic photos, many by Alfred A. Hart, the Central Pacific's official photographer, is based on seven years of research conducted as a private project by the late Robert Hancocks, assistant editor in the Public Relations Dept.

After Hancocks' untimely death at the age of 45 in 1964, Kraus took over the partially completed manuscript, added his own research, and wove the material into an interesting and dramatic account of one of the greatest accomplishments in U.S. history.

To a large extent, *High Road to Promontory* tells the story of the building of the Central Pacific in the words of the people who were actually involved in this historic undertaking, the quotations coming from letters, diaries, contemporary newspaper accounts and never-before-published interviews with pioneer railroaders.

This work is being published by The American West Publishing Company, and the same firm is also issuing a companion volume on the Union Pacific's role in the construction of the first transcontinental railroad. Entitled *Westward to Promontory*, it will contain many of the magnificent pictures taken 100 years ago by pioneer photographer A. J. Russell, with accompanying text by historian-journalist Barry B. Combs.

By special arrangement with the publisher, both books are being offered prior to May 10 to *Bulletin* readers at greatly reduced prices as shown below:

	Bookstore Price	Special Offer
HIGH ROAD TO PROMONTORY	$ 9.50	$ 6.95
WESTWARD TO PROMONTORY	10.75	7.85
BOTH BOOKS	20.25	14.50

(California residents add 5% sales tax to these prices.)

To take advantage of the special prices, fill out the order blank below (only orders on this form will be honored) and send it with your remittance direct to The American West Publishing Co., 577 College Ave., Palo Alto, Calif. 94306. All checks must be made in favor of the publishing company — *please do not make them to Southern Pacific* — and all orders must reach the publisher by May 10. The special prices are void after that date.

ORDER FORM FOR *Bulletin* READERS

SEND TO THE AMERICAN WEST PUBLISHING CO.
577 College Ave., Palo Alto, Calif. 94306

_____ Copies of HIGH ROAD TO PROMONTORY @ $6.95

_____ Copies of WESTWARD TO PROMONTORY @ $7.85

_____ Combination offer @ $14.50

_____ Remittance enclosed (California residents add 5% sales tax to above prices.)

NAME (PRINT) _____ STREET ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

Make all checks in favor of publisher. These special prices void after May 10. Books will be mailed after May 1.

Historic photos like these illustrate HIGH ROAD TO PROMONTORY, described above. TOP CENTER: A Central Pacific work train near Gold Run on the western slope of the High Sierra in 1865. Chinese laborers appear in background. TOP RIGHT: The "Governor Stanford" on the Sacramento waterfront about 1868. Rail at right was shipped around Cape Horn. CENTER: Ogden Station after the transcontinental railroad had become a reality, showing both UP and CP engines. RIGHT: Governor Leland Stanford's special train passes Monument Point on Great Salt Lake enroute to Promontory on May 8, 1869.

State Assembly Commends Chess

T. Louis Chess, who retired in 1957 as general passenger agent at San Francisco, has been highly praised in several newspaper editorials and in a resolution of the California State Assembly for his service as a member of the San Mateo County Board of Supervisors since 1959.

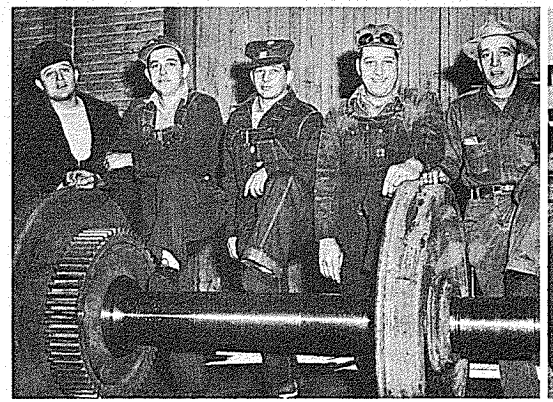
Chess, now 79, and planning his retirement from the Board of Supervisors in May, was twice its chairman (1962 and 1966), and is currently serving his third term.

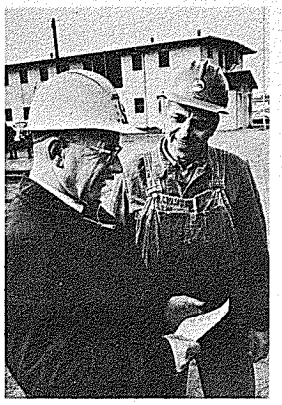
State Assembly House Resolution No. 84 says, "... it is a matter of common knowledge that Mr. Chess is the hardest working supervisor that the County of San Mateo has ever had."

It further states that ... "Supervisor Chess has always carried a phenomenal number of assignments, and during his years of service has accomplished an extraordinary number of tasks and seen county government come of urban age."

And it adds that "his proudest achievement was his 50 years of service with the Southern Pacific Railroad."

When he was with Southern Pacific, Chess spearheaded so many civic, veteran, welfare and national defense activities that his associates lost count. He was in at least 35 organizations, often as president, director or chairman.





LEFT: The five Giusti brothers who work in the Mechanical Dept.'s facility at Roseville, Calif., posed for this group photo in 1957. Shown, l-r, they are John, Emil, Mario, Joe and Louie. Mario and Louie are machinist foremen; the others are all machinists. Their combined service adds up to 140 years so far. RIGHT: Joe Giusti, right, confers with Walter H. Meredith, general foreman at the Roseville facility.

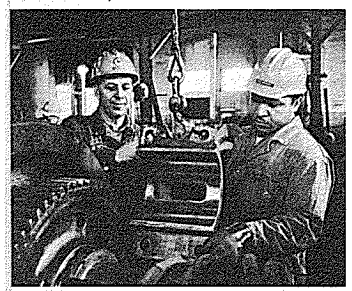
Roseville, Calif., Machinist J. C. Giusti is an:

Outstanding Citizen

Joseph C. Giusti, a machinist at Southern Pacific's Roseville, Calif., diesel facility since 1940, has established an outstanding record for civic service over the past 14 years — most of it with the Boy Scouts of America.

When Joe's two boys, Richard and Robert were growing up, he worked with a Cub Scout Pack, then helped to organize a Boy Scout Troop and an Explorer Post in the neighboring community of Citrus Heights (population: 40,000), holding various leadership posts in each.

Machinist Joe Giusti, left, shows Apprentice Sam Broadnax one of the steps in assembling a pair of diesel wheels.



He still serves as institutional representative for Boy Scout Troop 228 and is troop treasurer. He is also assistant advisor of Explorer Post 228, and a member of the Catholic Committee on Scouting for the Sacramento Diocese.

He has been a leader in Boy Scout financing activities for 12 years, and he is currently chairman of the 1969 fund drive of the Golden Empire Council.

Joe received one of Scouting's highest honors in 1960 — the Silver Bear Award for "distinguished service to boyhood" from the Pony Express District.

In addition to his Scouting activities, he has found time to serve two terms as commander of Citrus Heights Post 637 of the American Legion, as president of his union local, No. 1209 of the International Association of Machinists, and as manager of a Little League team. In 1959, he was selected to manage the All-Star Little League team in his community.

He has been recording secretary of his I.A.M. local for 20 years, and he holds an Honorary Life Membership in the Mariposa Parent-Teachers Association. He is also an active member of the Knights of Columbus.

Joe's sons are both Eagle Scouts. Richard, now a senior at Sacramento State College, is assistant Scoutmaster of the troop his dad helped to found. Robert, a sophomore at American River Junior College, also works with the troop. Both have served in the leadership of the Knights of Dunamis, the honorary service society for Eagle Scouts.

Practically all of Joe's family have worked for Southern Pacific at one time or another.

There are presently five Giusti brothers, including Joe, employed

(Continued on page 13)

Thomas Named Gen. Tax Commissioner

Oliver A. Thomas, assistant tax commissioner at San Francisco since 1965, has been appointed general tax commissioner, effective March 1, succeeding R. E. Marks, who retired February 28.

Named to succeed Thomas in the Tax Department at San Francisco was Edgar L. Keyser, senior assistant tax commissioner at Houston since 1961.

John L. Eck, assistant tax agent at San Francisco, has been promoted to tax agent in Houston.

Thomas, a native of Idaho, joined Southern Pacific in 1946 at Reno as assistant tax agent, following a three-year stint in the U.S. Air Force during World War II. In 1951 he was named tax agent at Reno, the position he held until transferring to San Francisco in 1965.

Between 1951-55, Thomas also served as a director of the Nevada Railroad Association.

As head of the Tax Department, Thomas will supervise payment of about $95 million a year in various taxes paid by Southern Pacific to 12 states, 758 cities, 2701 school districts and thousands of special districts.

Thomas — like his predecessor, R. E. Marks — is active in numerous youth, civic and community organizations. He is a past president of the Nevada Area Council, Boy Scouts of America; the Reno-Sparks Community Chest; the Reno Lions Club; and is a past master of Mount Rose Lodge No. 40, F&AM and a 33-degree Scottish Rite Mason. He holds the Silver Beaver Award for service to Scouting. At present he is a member of the Executive Board, San Francisco Bay Area Council, Boy Scouts of America.



O. A. THOMAS

Keyser, who is a registered professional engineer in Texas, and a member of the American Society of Civil Engineers, began his career with Southern Pacific in 1952 at Houston. He served as land appraiser and assistant tax commissioner prior to his appointment to senior assistant tax commissioner.

Could Enter Non-Transportation Activities

Holding Company to Be Formed

Southern Pacific's Directors have approved a plan for the formation of a holding company which could engage in non-transportation activities.

The plan as announced by President B. F. Biaggini provides for the existing Southern Pacific Company to be merged into a new company called Southern Pacific Transportation Company, which will be a wholly owned subsidiary of a new holding company temporarily called S.P. Inc. Upon consummation of the plan S.P. Inc. will then assume the name Southern Pacific Company.

The entire plan will be submitted for stockholder approval at the Annual Meeting on May 14, 1969, and the proposed merger between Southern Pacific Company and Southern Pacific Transportation Company will be submitted soon for Interstate Commerce Commission approval, Mr. Biaggini said.

"Southern Pacific has sought for many years to diversify its services," the president explained.

"The Directors believe that the best interests of the stockholders and the public will be served by further diversifying into non-transportation activities, and that the proposed reorganization plan will be the best method of achieving this objective. Management has no plan at this time to make any specific acquisition," Mr. Biaggini stated.

Upon consummation of the reorganization plan, the holding company will have outstanding 27,141,366 shares of common stock without par value, the same as the existing outstanding shares of Southern Pacific Company. Stockholders of Southern Pacific Company will automatically become owners of equal numbers of shares in the holding company and will not need to exchange the certificates they presently own, Mr. Biaggini said.

E. K. Sewall, has been appointed district manager, Chicago, in Southern Pacific's new International Traffic Dept., effective February 1.

Look at the Back Cover

Do we have your correct address?

If your name has been misspelled or we have your address or zip code incorrectly listed, let us know at once. Just send the address portion from the back of the magazine with your corrections to *Southern Pacific Bulletin*, P.O. Box 2366, South San Francisco, Calif. 94080.

We hope you will enjoy having the *Bulletin* delivered to your home.



TOP LEFT: Lyle Teman, lead laborer, with Southern Pacific since 1951, helps keep shops spick and span, important to safety. SECOND FROM LEFT: A. K. Thornton, roundhouse foreman's clerk, says, "The Company has a fine safety education program. It helps keep us 'safety conscious'." THIRD FROM LEFT: Machinists J. F. Lopuson, left, and Don Walker, both long-time employes, work on wheel assembly. RIGHT: Painter Bill Bond sands diesel.

Eugene Locomotive Dept.'s Five Years of Safety:

No One Got Hurt!

THE EMPLOYES of the Eugene, Oregon, Locomotive Department — about 270 in all — have worked more than three million man-hours since 1963 without a single reportable injury. In recognition of this outstanding achievement, each man was recently presented with an inscribed tool kit.

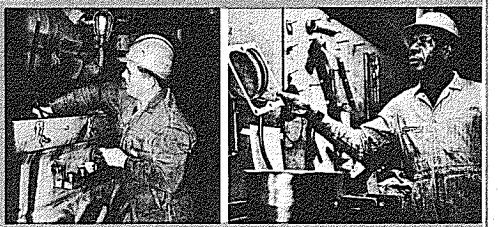
"We're all proud of our safety record," says E. F. Peters, master mechanic, Oregon Division, whose headquarters are at Eugene. "Everyone has worked hard — and carefully — through the years to help prevent shop accidents. It's a team effort; we each watch out for the other person."

The Eugene Locomotive Department, which includes a roundhouse, "back shop," locomotive outside service facility, machine shop, truck shop, boilermaker shop, and wheel truing facilities, is one of the West's busiest railroad maintenance centers, open on a 24-hour basis and servicing an average of over 4,000 locomotives a month, ranging from switchers to giant heavy-duty locomotive units.

Shown on this page are some of the men who have made the department's excellent safety record possible.

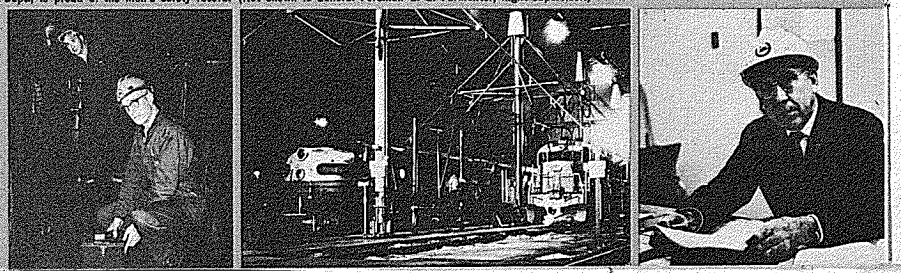


ABOVE: Holding gift tool sets received from Company for exceptional safety record at Eugene Locomotive Department are, front row, l-r, W. C. Herman, foreman; F. H. Fisher, electrician; J. C. Strom, pipefitter. At rear, l-r, are R. W. Kianechy, boilermaker; G. W. Godell, machinist; and G. R. McAfee, laborer.



LEFT: Machinist Ivan Dorman works on cylinder assembly of diesel locomotive. He has been with the Company 25 years. RIGHT: Laborer Melvin Williams, with Southern Pacific since 1948, takes pride in maintaining a neat shop.

BELOW LEFT: Electricians Robert Bowers, rear, and Edward King, check out diesel locomotive with a megohmmeter, an instrument for measuring electrical impulses. CENTER: Pre-dawn shot of locomotives at diesel servicing facility at Eugene. RIGHT: M. E. Ries, general foreman, Eugene Locomotive Dept., is proud of his men's safety record. (Not shown is General Foreman E. G. Parmenter, night supervisor.)



Outstanding Citizen
(Concluded)

as machinists or machinist foremen at Roseville. They have amassed a total of 140 years of service so far.

Their father, the late Pietro Giusti, a native of Italy, retired in 1948 as a machinist after 36 years of service with the Company, and several members of the distaff side of the family have also worked for Southern Pacific.

Joe's wife, Roeley, says she won him in a "lottery." She worked as a steno in what was then the Company's Motive Power Department at San Francisco during the war years, and was a reporter for the *Bulletin*.

A War Service Day ceremony was held in the courtyard of the General Office Building to honor the more than 70,000 Southern Pacific employes then serving their country. Those present were encouraged to correspond with the servicemen to boost their morale. Cards with names and addresses were placed in a barrel, and Roeley drew Joe's name, among others. Their correspondence ripened into friendship, and they were married about a year after he returned from overseas. She works closely with him on civic projects and has her own PTA Life Membership.

All five Giusti brothers started with Southern Pacific as apprentices. Joe completed his apprenticeship in 1947, after serving with the 766th Railway Shop Battalion in France and Germany during World War II.

As a machinist, Joe works on diesel wheel assemblies. He also helps train apprentices — a job he finds both rewarding and challenging.

"I manage to stay busy both on and off the job," he says with a smile, "but I wouldn't want it any other way."

Appointments

COMMUNICATIONS DEPARTMENT: **G. I. Fell,** to outside plant supervisor, West Oakland; **E. R. Chapman,** to outside plant supervisor, Sacramento; **C. L. Taylor,** to outside plant supervisor, Los Angeles; **M. R. Reed,** to outside plant supervisor, Tucson; **D. M. Sorensen,** to district communications supervisor, West Oakland; **J. J. Push,** to assistant communications equipment engineer; **D. L. White,** to assistant communications traffic supervisor; **B. O. Smith,** to plant layout engineer; **S. W. Vetters,** to assistant outside plant engineer, all at San Francisco; **V. J. Skinner,** to radio inspector, Roseville.

OPERATING DEPARTMENT: **T. G. Novi,** to road foreman of engines, Ogden; **H. A. Marsh,** to acting road foreman of engines, Carlin.

TRAFFIC DEPARTMENT: **Hugh A. Robertson,** to general freight agent, New York; **Kent A. Rossi,** to traveling freight and passenger agent, Modesto; **R. A. Woodard,** to traveling freight and passenger agent, Oakland; **James A. King,** to traveling freight and passenger agent, El Paso; **Charles S. Jones,** to city freight and passenger agent, El Paso; **Robert C. Abreu,** to traveling freight and passenger agent, Fresno; **Philip Weigandi,** to city freight and passenger agent, Portland; **G. W. McMullen,** to traveling freight agent, Cleveland; **J. L. Brady,** to city freight agent, Cleveland; **H. P. James, Jr.,** to traveling freight agent, New Orleans.

Retirements

DALLAS DIVISION: **Phillip Martinez,** roundhouse foreman; **George H. Collins,** locomotive engineer; **Jack H. Hart,** AAR clerk; **Leslie C. Tolleson,** locomotive engineer.

HOUSTON DIVISION AND SHOPS: **Leon DeCuir,** machinist; **Abie Shniderson,** general foreman's clerk; **Charlie L. Amos,** maintenance of way laborer; **Nicho F. Cervantez,** maintenance of way laborer; **Perry B. Mitchell,** machinist; **Meeks O. Rice,** conductor; **Johnnie Wingfield,** laborer; **Bowden H. Redd,** lead carman; **Sam M. Summers,** passenger car welder leadman; **Alfred W. Whittington,** clerk.

LAFAYETTE DIVISION: **Ernest E. Irwin,** brakeman; **Eugene J. Castille,** car foreman; **Seaburn T. Lawrence,** locomotive engineer; **Noah A. Moser,** conductor.

LOS ANGELES DIVISION AND SHOPS: **Ernest W. Hart,** locomotive engineer; **Hilario B. Maldonado,** maintenance of way laborer; **Frank Menjivar,** machinist helper; **Harold Palmer,** conductor; **Glenn V. Thompson,** conductor; **Reese J. Wagner,** switchman; **Jack Alessi,** car inspector; **Fletcher W. Beasley,** carman; **Roy S. Blackburn,** switchman; **Jacob B Honaker,** electrician; **Eugene J. Hutchison,** conductor; **Margaret I. Koch,** telephone operator; **Temple H. Prather,** carman; **Thomas M. Richardson,** carman; **Everett R. Richmond,** conductor; **Marie A. Warner,** telephone operator; **Harry C. Davis,** carman; **Walter B. Molony,** locomotive engineer; **Clarence G. Story,** car inpector.

OREGON DIVISION: **Edward A. Croxford,** laborer; **Fred L. Windust,** brakeman; **Ornam P. Beecher,** electrician; **Louis McCrae,** laborer; **Lenora L. Moran,** assistant chief yard clerk; **Favian F. Perez,** laborer; **Nels R. Rasmussen,** assistant chief yard clerk; **Marvin H. Upton,** locomotive engineer; **Elmer D. West,** locomotive engineer.

SAN ANTONIO DIVISION: **Frank E. Brown,** locomotive engineer; **George R. Hammonds,** transfer clerk; **Leon W. Mayfield,** lead car inspector; **Owen L. Short,** maintenance of way foreman; **Thomas A. Collins,** conductor; **Jerdy Taylor,** stevedore.

SAN JOAQUIN DIVISION: **Harry E. Gerhardt,** fireman; **Robert W .Willis,** clerk; **Carlyn H. Bower,** cashier's clerk; **Andrew J. Boyd,** clerk; **Adelbert E. Cooper,** machinist; **James Leon,** maintenance of way foreman; **Donald D. Marsh,** chief revising clerk; **Edith McKinney,** accountant; **Felix Olague,** machinist; **Jaime Quintana,** fuel oil attendant; **Harry L. Thomas,** locomotive engineer; **Samuel Trevizo,** maintenance of way foreman; **George A. Vineyard,** machinist; **Fred H. Edge,** bridge and building carpenter; **Martin J. Tate,** locomotive engineer.

SACRAMENTO DIVISION AND SHOPS: **Ariel C. Hyer,** boilermaker helper; **Claude MacNeil,** bridge and building painter; **Paul Maggio,** machinist helper; **Manuel N. Moraes,** blacksmith helper; **Leo J. Nagel,** conductor; **Raymond L. Roark,** locomotive engineer; **Allred R. Sturgill,** driller; **Evaristo P Torres,** laborer; **Eugene B. Ward,** conductor; **Harold R. Forsyth,** chief clerk; **Charles L. Holmes,** conductor; **Theodore N. Lokke,** conductor; **Everett F. Rippon,** water service mechanic; **Silvero P. Rodrigues,** switchman; **Clifford F. Woodworth,** locomotive engineer;



Retiring at Ft. Worth, Texas, recently was DF&PA H. L. Jones, left, who had 45 years of Southern Pacific service. Succeeding him is L. C. Edmonds, who moves up from asst. DF&PA.



Miss Amye Middleton, steno in the Purchases & Materials Dept., Houston, cuts cake assisted by Purchasing Agent T. E. Martin at a party honoring her on her retirement after 51 years of service with Southern Pacific.



Gifts from fellow employes in the Houston Accounting Dept. are presented by Asst. General Auditor T. A. Breed, right, to Miss Henrietta A. Kropp, steno-clerk, retiring with 48 years of service, and J. D. Guidry, asst. head timekeeper, completing a 44-year career.

Pete J. Dianda, fork lift operator; **John T. Montgomery,** carman.

TUCSON DIVISION: **Donald L. *Morrison,*** signalman; **Moises V. Venegas,** laborer; **Juan S. Yanez,** locomotive suppliyman; **Epifanio G. Duenas,** laborer; **Fred M. Huertz,** car inspector; **Amado L. Jimenez,** maintenance of way foreman; **Walter L. Moss,** *signal maintainer;* **John R. Smith,** locomotive engineer; **Antonio B. Trujillo,** carman; **Dan Grossetta,** water service foreman; **Keith C. Heron,** conductor; **Raymond E. Hillier,** carpenter; **Harold O. Old,** signalman; **Antonio Paz,** maintenance of way foreman; **Clair S. Bushnell,** switchman.

WESTERN DIVISION: **James G. Black,** machinist; **Jerry Borges,** chief clerk; **Joseph C. Cooper,** locomotive engineer; **Antonio Delgado,** laborer; **George N. George,** *carman;* **Will Halton,** laborer; **Louis Himiniz,** laborer; **James Kilgallen,** carman welder; **Sam H. Long,** car inspector; **Wilbur Nelson,** yard clerk; **Earl R. Nickell,** switchman; **Ray C. Stockton,** locomotive engineer; **Ella Walls,** coach cleaner; **Robert T. Callahan,** clerk; **James C. Camel,** locomotive engineer; **Artimese Dokes,** coach cleaner; **Joseph Petrucci,** carman painter; **Jesus Rodriguez,** laborer; **Elmer J. Shaylor,** locomotive engineer; **Clark M. Sparks,** locomotive engineer; **Ramon R. Velasquez,** air compressor operator; **Epifanio T. Vizzi,** welder, **Carl M. Yowell,** conductor; **George A. Chappelone,** locomotive engineer; **Demetrois B. Gellepis,** machinist helper; **Frank F. Hann,** locomotive fireman; **Walter H. Holesapple,** engineer.

On-Line and Shop Promotions

The following employes have been appointed to supervisory positions recently:

OPERATING DEPT.: **R. D. Errecart,** to yardmaster, Sacramento Division; **R. D. Donaldson,** to *yardmaster, Western Division;* **C. W. Havel** and **J. O. Davis,** to conductor, San Antonio Division; **L. H. Farley, L. L. Cordell** and **J. W. Featherston,** all to locomotive engineer, Houston Division;

MECHANICAL DEPT.: **Alfred Rodriguez,** to relief foreman, El Paso; **R. Cano, Jr.,** to machinist foreman, Los Angeles.

NORTHWESTERN PACIFIC: **Frank Katten,** lead car shop inspector; **Joseph J. McAdams,** rail grinder operator; **Robert A. Foley,** shovel helper.

OTHERS: **Willis G. Courtney,** district traveling storekeeper, Sacramento; **Wayne W. Deane,** chief clerk, Document Processing Bureau, Equipment & Miscellaneous Accounting, San Francisco; **John W. Grosdidier,** chief clerk, San Diego & Arizona Eastern; **Ira B. Hargrave,** track supervisor, Los Angeles; **J. S. Mayer,** chief telephone operator, New York City; **Richard A. Sandell,** chief of service and reservations, Los Angeles; **Thomas J. Anderson,** senior statistical clerk, Office of Assistant General Auditor, San Francisco; **Rose V. Lufrano,** senior advances & prepaid clerk, Revenue Accounts, San Francisco; **James T. Mathews,** head rate clerk, Accounting Department, Houston; **Charles H. Thomas,** section stockman, *Purchases and Materials, Sacramento; Jacob* **Venderbeek,** dining car steward, Dining Car Department, Oakland; **Earl E. Wahline,** senior passenger division clerk, Revenue Accounts, San Francisco; **Laura R. Winter,** agents accounts *clerk, Zone Accounting, San Francisco; Mario* **Pizzorno,** section stockman, Purchases and Materials, Los Angeles; **Robert L. Melton,** sergeant, Police Department, Houston; **Katherine T. Lee,** general clerk, System Maintenance of Way Auto*motive and Work Equipment, West Oakland;* **Harvey M. Chaney,** shipping clerk, Purchases and Materials, Los Angeles; **Carolyn E. DiSanto,** equipment register clerk, Equipment and Miscellaneous Accounting, San Francisco; **Carl Frei,** lift truck *operator, Purchases and Materials,* Sacramento; **Oscar Irving,** cook, Dining Car Department, Los Angeles; **Jess S. Jackson,** senior roadway depreciation record clerk, Disbursements, San Francisco; **Walter C. Allen,** special assistant, Commissary Operations, Oakland; **Fred A. Baker,** general bridge inspector, Engineering Department, San Francisco.

Deaths

DALLAS DIVISION: Pensioners: **John W. Lindsay,** conductor; **Jose Salazar,** inside hostler; **James R. Painter,** conductor; **Oners E. Currey,** bridge and building carpenter; **George H. McCaleb,** crossing watchman.

HOUSTON DIVISION AND SHOPS: Pensioners: **Johnnie McGowen,** carman; **Sam E. Tanner,** locomotive engineer; **Sam Grimble,** lead wiper; **William E. Wilbanks,** line desk clerk; **Eddie Field,** carman helper; **Robert B. Deason,** cashier; **Clarence Bryant,** delivery leader; **Clifford W. Monroe,** mail room porter; **Robert T. Struwe,** switchman; **Ray Thompson,** locomotive engineer; **Robert L. Criswell,** section foreman; **Fredericka W. Brown,** chief telegraph operator; **Guy C. Guinn,** loss and damage investigator; **Frank R. Fuller,** conductor; **Jefferson N. Fenley,** roundhouse laborer; **Roy H. Rogers,** switchman.



Retiring with 51 years of Southern Pacific service on February 28 was Miss Emma E. *Koehler, stock record* clerk in the Treasury Dept. at San Francisco.

LAFAYETTE DIVISION: Pensioners: **Charles C. Addington,** locomotive engineer; **Hillurd Harrison,** freight handler; **Stanislaus J. Feucht,** engine watchman; **Abby J. Bourgeois,** laborer; **Ernest Crawford,** laborer; **Satisfield J. Riley,** laborer; **George S. Velten,** carman; **Ronald J. Tullier,** clerk; **Charles A. Olivier,** porter-trucker; **James N. Gover,** conductor; **Ernest M. Guillory,** extra gang laborer; **Edward Jones,** train porter.

LOS ANGELES DIVISION AND SHOPS: **J. L. Commorre,** car inspector; **C. E. Harison,** carman; *R. J. Metz, electrician;* **J. M. *Patterson,* electrician; C. N. Smith,** locomotive engineer; **J. L. Snow,** conductor; **L. Stack,** locomotive engineer; **C. C. Willaescua,** electrician. Pensioners: **Frank Daylak,** track laborer; **Venanzio Massaro,** car *inspector; Frank H. Van Dendale, locomotive* engineer; **Felix A. Schoenen,** carman; **Harry Banks,** brakeman; **Alvin W. Myers,** electrician; **Raymond W. Gergen,** locomotive fireman; **John Henry McCord,** carpenter; **Frank J. Brewer,** as*sistant counterman; Leon W. Beloud, electrician* helper; **George DeHaan,** towerman; **James P. Doherty,** locomotive engineer; **Harry E. Grogan** switchman; **Robert H. Harden,** switchman; **Paul W. Turri,** welder; **Alice M. S. Elliott,** clerk; **Clarence H. Spense,** brakeman; **Edward J. Roberts,** machinist; **Henry A. Dietz,** clerk; **Epifanio F. Ayala,** machinist; **Young T. Rainer,** locomotive engineer; **Joseph A. Meyers,** claim clerk; **Fred R. Stone,** baggageman; **Thomas G. Crawford,** sheetmetal worker; **Bartolomeo Ruggieri,** boilermaker helper; **Lucy M. Wilkins,** clerk; **Harold E. Grierson,** pipefitter; **William M. Bradhurst,** wireman; **Harry M. Bailey,** locomotive engineer; **Jay J. Raker,** trainman; **Reginald S. Specketer,** conductor; **Frederick Vote,** guard; **Agapito T. Lara,** sheetmetal worker.

OREGON DIVISION: **J. H. Ghere,** clerk; **J. R. Coon,** locomotive engineer. Pensioners: **George D. Burns,** machinist; **Loren O. Evans,** car inspector; **Frank E. Brandt,** locomotive engineer; **Nels P. Nelson,** carman; **Elzie E. Keck,** locomotive engineer; **Mortimer Munger,** car oiler helper; **Sampson McConnell,** conductor; **Lyman L. McCarty,** conductor; **Wallace W. Miller,** locomotive engineer; **Ifford Scoggins,** locomotive suppliyman; **James B. James,** locomotive engineer; **John A. Reznick,** machinist helper; **Clair L. Spray,** switchman; **Christopher A. Bender, Jr.,** lead machinist; **Tiara R. Harvey,** motor car mechanic; **Frank J. Dietz,** conductor.

SAN ANTONIO DIVISION: Pensioners: **Joseph C. Brown,** locomotive engineer; **Manuel Tovarez,** laborer; **James W. Campbell,** locomotive engineer; **John Tolbert,** trucker; **Frank F. McNulty,** machinist helper; **Ramon Vasquez,** carman helper; **Jose Reyna,** laborer; **William P. Holliday,** locomotive engineer.

SAN JOAQUIN DIVISION: Pensioners: **Ebbie L. Thompson,** switchman; **Sam Smith,** laborer; **John M. Jarret,** locomotive engineer; **George R. Owens,** switchman; **Riley Hamm,** water service foreman; **Fred Perry,** track laborer; **Charles E. Doyle,** conductor; **Albert L. Winn,** switchman.

SACRAMENTO DIVISION AND SHOPS: **P. Garino,** pipefitter; **J. D. Kaiser,** locomotive engineer; **M. E. Lamirand,** electrician helper; **F. Smith,** conductor. Pensioners: **Alfred H. Fowler,** switchman; **Christopher O. Walker,** locomotive engineer; **Roy R. Phelps,** locomotive engineer; **John B. Hull,** blacksmith; **Charles D. Hogge,** carman; **Albert P. Bertolani,** section foreman: **Prudencio G. Garcia,** machinist helper; **Wheatley L. Wiggins,** boilermaker; **Henry A. Singleton,** locomotive engineer; **Charles B. Huested,** sheetmetal worker; **Richard Clifford,** piper; **Juan A. Rodriguez,** laborer; **James E. Owen,** car inspector; **Ervin G. McCord,** machinist; **Kessler C. Green,** machinist; **Wesley M. Card,** conductor; **Ivon L. Sowers,** hostler; **Arthur W. Sorensen,** locomotive engineer; **Tom Tagis,** section foreman; **Paul Salas,** laborer; **Percy I. Moody,** loader; **Nick Zucke,** locomotive engineer; **Robert Williams,** janitor; **Fred J. Benn,** *section laborer.*

TUCSON DIVISION: **M. P. Ferrell,** electrician; **O. Mercher,** maintenance of way laborer; **B. Sida, Jr.,** carman. Pensioners: **James H. Sharpe,** locomotive engineer; **Lee R. Williams,** locomotive *engineer; Louie F. McClintock, section foreman;* **Walter P. Kelly,** clerk; **Jerome P. Garrett,** locomotive engineer; **Benjamin F. Pontius,** locomotive engineer; **Nathan Z. Wallace,** carpenter; **Carl A. Woods,** freight carman; **Vincent B. Cantwell,** *machinist; William L. Warren, brakeman;* **Frank H. Hansen,** boilermaker; **Henry B. Burkitt,** conductor; **Rosalio Escalante,** track laborer; **Clayton H. Sellars,** locomotive engineer; **Francis A. Rehrig,** brakeman; **Tomas C. Tapia,** track la*borer; Griffin V. Gibson, brakeman; Clyde B.* **Ellis,** machinist; **William Poe,** fireman; **William Reed,** car inspector.

WESTERN DIVISION: **S. L. Anderson,** clerk; **D. F. Ferguson,** cashier; **W. W. Leggitt,** locomotive *engineer; W. D. Middleton, car inspector;* **A. C. Pierce,** switchman. Pensioners: **G. L. Pinarcik,** carman; **J. H. Taylor,** switchman; **James A. Jay,** clerk; **Melvin Mehegan,** conductor; **Thomas H. Skillicorn,** switchman; **George L. Busch,** conduc*tor; George W. Wheaton, locomotive engineer;* **Harry V. Steele,** industrial clerk; **William Meeuf,** carman; **William Kern,** boilermaker helper; **Georgia D. Orza,** clerk; **William O. Walker,** motorman; **Irving M. Berge,** machinist; **Charles T. Harris,** carpenter; **James J. Devlin,** *conductor;* **Nicoll R. Ellis,** brakeman; **Walter A. White,** electrician; **Michael Rubily,** crane operator; **Frederick W. Marshall,** electrician; **Martin E. Daly,** bridge and building clerk; **Alfred Lucacchini,** assistant general *foreman;* **Richard Adams,** *chair car porter;* **James M. Hightower,** ticket clerk; **Elmer A. Duncanson,** locomotive engineer; **Floyd Dimmick,** agent; **Arthur C. Parliman,** timekeeper-clerk; **George D. Nicholson,** conductor; **Richard C. Parkison,** motor car *repairman;* **John F. Milna,** painter helper; **Mildred L. Reynolds,** telegrapher; **Frederick E. Cooper,** electrician; **Lyn I. Dayhuff,** switchman; **Rafael C. Gonzales,** machinist; **Dan Kelly,** switchman; **Albert E. Rule,** yardmaster; **Thomas J. Sullivan,** engine foreman; **George P. Terry,** switchman; **Ernest Weidner,** telegraph operator; **Clarence E. Seibert,** boilermaker; **Minnie G. Chambers,** ironer; **Jesse E. Haynes,** crossing watchman; **Ezra B. Craft,** crossing watchman; **Michael Carbone,** coach cleaner, **William L. Keith,** mail and baggage handler.

NORTHWESTERN PACIFIC: Pensioners: **Mabel B. Weber,** steno-clerk; **Robert M. Galloway,** roundhouse laborer; **Henry T. Bates,** brakeman; **Joseph A. Bartholomew,** bridge and building carpenter.



Paul D. Watson, traveling freight and passenger agent at San Francisco, retired recently after a long career with Southern Pacific.

R. J. Aniol, district freight and passenger agent for Southern Pacific at San Antonio, *Texas,* retired February 28 after a 49-year career.



OTHERS: **H. U. Groome,** assistant chief clerk; **E. Shwarts,** clerk, both of Accounting Department, San Francisco. Pensioners: **Lester E. Bovyer,** pay roll examiner, Accounting Department, San Francisco; **Lily A. Peters,** clerk, Harkness Community Hospital and Medical Center, San Francisco; **Pearl A. Gehrke,** clerk, Traffic Department, San Francisco; **Simon A. Ernst,** bill clerk, Portland Stores; **George J. Balka,** agent; **William L. Argyle,** assistant counterman, Dining Car Department, Los Angeles; **Alden C. Swanson,** general clerk, Disbursements, San Francisco; **Theophilus B. Finn,** investigator, Freight Claims, Houston; **Francisco C. Galvan,** lift truck operator, P&M Dept., Los Angeles; **Ted Modglin,** assistant head clerk, Acounting Department, Houston; **Jack A. Grannatt,** steward, Dining Car Department, Los Angeles; **John E. *Mansbarger,*** clerk, General Office, San Francisco; **Felix McGivney,** freight investigator, Southern Pacific Steamship Lines, San Francisco; **Blanche A. Miller,** chief telegraph operator, Reno; **Charles *H. Glenn, lounge car attendant, Dining Car De*partment,** Los Angeles; **Rose H. Nelson,** calculator operator, General Office, San Francisco; **Della M. Rubey,** nurse's aid, Harkness Community Hospital and Medical Center, San Francisco; ***John C. Klein, foreign freight agent,*** Chicago; **Floy H. Hortman,** stenographer, Disbursements, Houston; **Louis A. Wilkins,** boilermaker, El Paso Shops; **Charles C. McClain,** freight rate clerk, Traffic Department, San Francisco; **J. Pardo Va*llina, general agent, Traffic Department, Mexico*** City, **Maximo L. Vasquez,** laborer, P&M Dept., El Paso; **Christopher H. Vick,** clerk, Accounting Department, San Francisco; **Percy F. Fay,** elevator operator, Real Estate Department, Los Angeles; ***James T Hogan, Inspector, Police Department,*** San Francisco; **Albert G. Humphries,** water and fuel engineer, San Francisco; **Fred W. Smith,** chief train dispatcher, Ogden; **Leon G. Wise,** telephone solicitation agent, Berkeley; **Delbert N. Julien,** *office manager, Engineering Depart*ment, San Francisco.

For having worked more than a total of 232 years for Southern Pacific without a reportable accident, these gentlemen recently received safety awards at the 4th and Berry Street terminal in San Francisco. They are, seated, l-r, R. E. (Bob) Buskey, chief WB clerk, 48 years, and Ben L. Canning, head claim clerk, 45 years. Standing, l-r, are Pat Daly, asst. general foreman, 46 years; S. H. (Harold) Shaw, head I/B clerk, 48 years; and J. Pat Larkin, auto mail messenger, 45 years.



Retiring with over 300 years of Southern Pacific service recently were these Texas employes. Shown, l-r, they are: O. C. Monds, claims examiner, *Houston, 43 years; O. R. Strader, chemist, Wood Preserving Works, Houston, 35 years;* H. H. Barnes, rate clerk, Accounting Dept., Houston, 41 years; Paz Garcia, MofW laborer, Knippa, 45 years; L. H. Eubanks, B&B foreman, Ennis, 40 years; R. L. Melton, sergeant, Police Dept., Houston, 42 years; L. F. Roberts, trainmaster, Houston, 34 years; and Rosalio Sanchez, carman, Sanderson, 30 years.



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These Rail Veterans *retired recently with a combined total of 927 years of loyal service. Our very best wishes to each of them for a long and happy retirement.*



Miss Lucille Lefton, senior accounts clerk, Revenue Accounts, San Francisco, 42 years.



James Felder, delivery leader, Purchases & Materials Dept., Houston, 49 years.



J. F. Lopuson, machinist, Eugene, Oregon, 45 years.



A. B. Sample, yard clerk, Austin, Texas, 44 years.



Demetrios B. Gellepis, machinist helper, West Oakland, Calif., 45 years.



Sam Treviso, section foreman, Porterville, Calif., 51 years.



W. D. Gentry, car inspector, Victoria, Texas, 41 years.



C. W. Greene, PFE district clerk, Phoenix, Ariz., 46 years.



George R. Hammonds, Industry transfer clerk, El Paso, Texas, 51 years.



Miss Mary T. Best, head key punch operator, Data Processing, San Francisco, 46 years.



James Leon, extra gang foreman, Dinuba, Calif., 41 years.



Miss Julia Tobola, steno, Traffic Dept., Houston, 50 years.



John T. Montgomery, freight carman, Sacramento General Shops, 40 years.



Vivian Ortiz, water service mechanic, Sanderson, Texas, 50 years.



R. M. Colley, locomotive engineer, Victoria, Texas, 47 years.



Mrs. Helen M. Uran, control clerk, Data Processing, San Francisco, 29 years.



O. H. Martin, clerk, Los Angeles Division, 45 years.



E. J. Castille, car foreman, New Orleans, La., 46 years.



Jules Pellerin, city ticket agent, Lake Charles, La., 49 years.



R. A. Sandell, asst. agent, Traffic Service Bureau, Los Angeles, 33 years.



George Buxkemper, traveling mechanic, Victoria, Texas, 36 years.